





## GENERAL NEWS.

**White Men and Black Women.**  
A notable speech was recently delivered in South Africa by the Bishop of Pretoria, to which the Suffragette calls attention:

"There is a need to establish in South Africa a greater sense of chivalry towards women," he said. "We want to create public opinion, too, on the subject of the relationship of white men to black women. In the Transvaal, and, unfortunately, in other parts of South Africa, there is really a greater white peril today than there is a black. When I come across cases where white men have taken black women to be their mistresses, and when I see the black blood of their male relatives boiling, I wonder whether the brother or father of such a woman may not be working in Johannesburg in close proximity to white women, with revenge in his heart."

**The Kaiser's Sausages.**  
Here is the tale of the sausages as told by the *Times* Berlin correspondent:

A fine of five marks (5s.) has been imposed by a Prussian Court upon a butcher who was convicted of employing his assistant on Sunday against the rules of the 'Gewerbeordnung.' The butcher received early one Sunday morning an order from the cook in the Nue Palais for a large supply of sausages, which were to be dispatched at once to Potsdam. His assistant was bicycling to the station with the sausages when he was arrested by a policeman.

The butcher pleaded that the order was one "which it was necessary in the public interest to carry out at once," and thereby came within the class of exceptional cases for which the 'Gewerbeordnung' makes provision. The Court, however, decided that the fact that the Emperor had given the order did not affect the obligation to comply with the law. It added that in private law the Emperor had no special position, and it was the business of the Imperial cook to give his Sunday orders in good time.

**Subsidence at Northwich.**  
Further subsidences occurred at Wincham, near Northwich, the other day. Although the cavities are a hundred yards from the roadway, the intervening land is honeycombed, and in the road itself, which is a main thoroughfare, fissures, some a foot wide and 10ft. deep, were caused.

**Mad Bull's Career.**  
A bull which was being driven to a slaughter-house at Tiverton, Devon, recently, went mad and rushed back into Fore-street. After knocking down a drayman named Charles Phillips, the animal attacked an old man named Harry Drews and tossed him into the air. The bull then dashed into Beck-square and made two wild dashes at a man named Gouver, who escaped by flinging an iron gate on to its horns. It was captured in a builder's yard. Drews was taken to hospital suffering from shock. He was smoking a pipe when attacked and lost several teeth.

**£30,000 Band Pavilion.**  
A band pavilion to cost £30,000 on the Leas at Folkestone has been recommended by the Folkestone General Purposes Committee. Approaches to the pavilion will cost another £2,000.

**Fishing Strike Threat.**  
The Grimsby fishing industry is threatened with a strike of engineers in the steam trawlers, of which there are 650 in the port, and at a special meeting recently the men decided to leave work on a given signal when certain preliminaries have been arranged. The men demand an increase of 3s. in wages in the Icelandic boats, where the first engineer now receives 47s., and the second 37s., and an increase of 1s. 6d. in the North Sea boats, where the wages are 40s. and 36s.

**The Titanic's Engineers.**  
Sir Archibald Denny, president of the Institute of Marine Engineers, unveiled at Southampton a memorial to the engineers of the White Star liner 'Titanic,' which foundered on her maiden voyage to America. The ceremony was attended by representatives of the port.

## SHORT SERMON.

A Meditation on the Twenty-third Psalm.

The idea of the "still-waters" is not that of a still and stagnant pool, but waters that give rest. The stillness and the rest are not in the waters, but in the soul that is gently led of the Shepherd to the life-giving stream. This arresting and beautiful image comes home to us all. After several months of exacting toil, weary, and jaded, we find ourselves one summer day, resting in a quiet meadow under the plentiful shade of great trees, the silence only broken by the music of a rippling brook. So ever is the case, the despairing, those wounded in life's conflict being led by faith and prayer to Him Who is "as rivers of water in a dry place, as the shadow of a great rock in a weary land."

And the result is a restored soul. He brings the soul back again to itself, to its true resting-place; the wounds are healed, the leprous flesh becomes again as that of a little child, the whole life is recreated by tasting afresh of the powers of life. "My soul He bringeth back."

We cannot ever stay in the green pastures, and beside that lie rest. We must be up and doing; before us there are mountain paths to be traversed, and dark gorges to be penetrated. He leadeth me in the paths of righteousness," a better rendering would be "right tracks," and the meaning is not, paths where the righteous walk, but tracks which fulfil their purpose, which are not deceptive, which lead straight, and to the right goal. The traveller among the Dartmoor hills does not find it easy to strike the right paths, many tracks promise well, they are clearly marked for a veritable hundred yards, and then fail; they lead nowhere.

God's honour is at stake in guiding us rightly. The path may be difficult, stony, uphill, but it is never crooked, it never fails; it may be narrow, but it leads to life.

No man who has sought and followed the Divine leading, has ever failed to reach the goal. He has pledged His word to lead us rightly, and for His name's sake will do it. The right paths of God lead not only into the green pastures and beside the waters of rest, but also through the dark gloomy vale. We have no right to expect our way to be a pleasant one, free from pain and sorrow, because we have committed ourselves to the Divine leading. The saints of God have ever known the way of the wilderness, and amid the darkness and the danger have had the clearest view of the beauty and tenderness of their Shepherd.

Some knowledge of the Syrian pasture would help us in understanding this verse. "Here and there in the desert," says G. A. Smith, "the ground is cleft to a deep ravine, which gapes in black contrast to the glare of the landscape, and by its sudden darkness blinds the men and sheep that enter it to the beasts of prey which have their lairs in the recesses." When the shepherd leads his sheep through the narrow and gloomy defiles, though wild beasts growl and rave, no harm can come to the flock. The shepherd is stronger than all the dark enemies of the valley, and with his rod he can brand the fierce foes, and with his staff he can support himself, and gently guide the halting sheep.

The P. and O. steamship Mantua, which arrived in Bombay on April 3, had an experience which seldom fails to the lot of a vessel of so large a draft, 11,000 tons. Throughout her voyage down the English Channel, a tale of unwanted violence was blowing. At the point known to sail is at Chichester Chops, where the light is rounded, the Mantua was struck by a sea which is described by the Commander of the vessel, Captain Vibart, as the most violent which he has encountered in thirty years' experience. Often, the look-out man, a survivor of the Titanic disaster, who took the helm in Mrs. Astor's boat, and who had previously thrice suffered shipwreck, said he had never seen a sea remotely comparable to the one running off Chichester. Within a short space the Mantua was struck in the fore by a wave which inundated the Captain's cabin on the boat deck, smashing three scuppers, and breaking clean over the bridge, drenching the officers on duty.

P. and O. Mantua Struck by Gigantic Waves.  
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often be better done in the darkness of sorrow and pain, than in the glare of the noonday. Most pilgrims emerge from the darkness with a new light in their faces, and a new secret in their souls.

Imagine a shepherd's tent in the wilderness, and the kindly shepherd standing at the entrance, looking out across the desert. In the distance he sees a man running, at his heels are his pursuers, the avengers of blood, the fugitive has done wrong, and if he is captured he will be put to death. If only he can reach the shepherd's tent he will be safe, for according to the law of the desert he can claim hospitality and protection for at least two days. The Psalmist represents himself as such a hunted fugitive; he reaches the tent in safety, and in the very presence of his enemies a table is prepared before him. No meagre welcome, and no stinted hospitality does he receive; he is treated in a royal way, for his head is anointed with oil, and his cup runneth over. Here is something even more intense than the dark valley, and yet the experience imaged is one to which we are strangers:

O wretched man that we are who shall deliver us from this body of death? Our sorrow, however, can be turned into joy, for right at hand is the tent of the Good Shepherd. Here come those broken in life's conflict; it is a spacious tent, and no one is ever turned away. Some never

can reach the tent of themselves; they stumble by the way, and lie bruised and helpless, and ready to die. Then comes the Good Shepherd, and rescues them from their foes, and gently carries them home. The table is richly laden for hungering souls, and the cup of salvation is full enough to bring a triumphant joy. The enemies are impotent as long as the Shepherd is with us, and when they see the joy and strength of them that put their strength in Him, even the bitterness of the foe sue for mercy, and are welcomed at the festal board.

But the fugitive could not make his abode in the shepherd's tent, it is only a brief sojourn he can claim, then his journey must be resumed, and he will be exposed to the vengeance of his foes. Not so with the soul that takes refuge in the tent of Jehovah, for when he resumes his journey he shall not go unattended, but guarded by two angels. Goodness and mercy wait on him, pursue him all the days of his life. We know now that it is the Shepherd Himself Who is our companion in our pilgrimage, and that His kindness and mercy wait on us continually.

The last verse means more to us than it did for the Psalmist. After the walk through dark valleys, the flight to the shepherd's tent pursued by our foes, the journey in company with goodness and mercy, comes the eternal abode in the home of the Lord.

A doorway amidstships was unbarred, while the piano floated in four feet of water across the promenade deck. Another wave severed the steel wire binding the canal anchor, and put the well-deck crane out of action. Thirty tons of water are said to have been pooped by the Mantua. A lady who left her cabin was washed off her legs and floated round to the port taffrail, only the sudden lurch of vessel saving her life, as a few feet more and she would have been in the open sea. When recovered she was found unconscious with a fractured jaw-bone.

According to the Ushant light-house, the waves breaking on that coast attained a height of fully sixty feet, and Captain Vibart was of opinion that the Mantua was struck by more than one wave of that height. He calculated the angle of the vessels on one occasion as 43°, the taffrail being completely submerged. The normal pace of sixteen, and a half knots was reduced to four during several hours. The behaviour of the vessel was excellent under severe conditions.

Ten Years Late.

Posted in Kettering-road,

Northampton, on August 12, 1904

a postcard has just been delivered

at a house in the town less than

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it was sent.

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## Prepaid Advertisements

ONE CENT PER WORD  
FOR EACH INSERTION.

## TO LET.

ROGATE, Austin Road, Kowloon; unfurnished.

No. 19, Shelley Street.

TO LET.—No. 5, Mountain View from 1st April 1914. Newly painted and colourwashed.

TO LET from 1st June 1914.

55 ELGIN TERRACE, newly painted and colourwashed.

No. 12 Beaconsfield Arcade, Shop.

No. 7 Mountain View.

No. 7 Stewart Terrace, Peak.

No. 20 Bellios Terrace, newly painted and colourwashed.

## FOR SALE.

"GLENISHIEL" 124, Barker Road, 5 rooms, close to Tram Station.

Apply to LINSTEAD & DAVIS, 3rd Floor, Alexandra Building, Hongkong, 2nd Oct, 1913 [211]

TO LET.—"LA HACIENDA E.", No. 7, Mount Kellett Road. Apply CHATER & MODY, No. 5, Queen's Road Central.

TO LET.—Part of First Floor of No. 25, Des Voeux Road Central. Immediate Possession. Also Motor Boat for sale. Apply DRAGON CYCLE Co.

TO LET.—From 1st July 1914. In Canton on Shameen Lot 55. The premises now in the occupation of the Bank of Taiwan Ltd. Apply to DAVID SASSOON & Co. Ltd. Hongkong.

TO LET.—With immediate possession. Office—2nd Floor of the Deutsch-Asiatische Bank's Building No. 7 Queen's Road Central. Also Large Godown in Basement of same building. Apply to DEUTSCH-ASIATISCHE BANK.

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at a house in the town less than

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BY USING C.N.

CHINA COMMERCIAL Co., 3 Duddell St

Supplied under ROYAL WARRANT OF APPOINTMENT

to HIS MAJESTY KING GEORGE V

GUARD AGAINST PLAQUE

PRICKLY HEAT LOTION.

PRICKLY HEAT POWDER.

LOTION

An infallible remedy for irritation of the skin caused by Heat, Freckles, Sunburn, Tan, etc., speedily removed by its use, and a generally healthy tone imparted to the skin.

Large Bottle Cents 75.

Telephone 1684

No. 40 WELLINGTON STREET, HONGKONG

CURE FOR PRICKLY HEAT AND SUNBURN.

POWDER

A little dusted on the skin and gently massaged in will speedily remove Sunburn and the offensive odour due to excessive perspiration.

Large Tin Cents 60.

NESTLE'S NUT-MILK CHOCOLATE

THE SUMMIT OF PERFECTION

## WATSON'S HOUSEHOLD AMMONIA.

FOR THE BATH, TOILET, AND HOUSEHOLD. Used in the Bath it promotes healthy action of the skin, counteracts all effects of perspiration, and is refreshing and invigorating. It is especially useful for cleaning Jewellery, Silver and Plated Ware, etc.

## WATSON'S CELEBRATED CORN SOLVENT.

A permanent, speedy and painless CURE for corns and bunions.

## WATSON'S SHAVING STICKS.

The cheapest and best in the market. They give a free and lasting lather, and impart a soothing feeling to the skin. For delicate and sensitive skins they are unequalled.

**A. S. WATSON & Co., Ltd.,**  
Hongkong Dispensary & Kowloon Dispensary.

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Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

(Payable in Advance.)

By Order,

"HONGKONG TELEGRAPH."

### ACKNOWLEDGMENT.

The Family of the late Mrs. G. R. Lammet thank their friends most heartily for the kind sympathy extended to them in their bereavement and for the floral contributions sent.

The object of this paper is to publish correct information, to serve the truth and print the news without fear or favour.

新嘉坡電報事務局謹啟大正論言報

Cable Address: Telegraph, Hongkong.

Telephone: No. 1 A.B.C., 5th edition. Western Union.

## The Hongkong Telegraph.

HONGKONG, SATURDAY, MAY 30, 1914.

### EASTERN OLYMPIC GAMES.

A special article in the Telegraph the other evening dealt with the growing love of sport amongst Chinese. Occasion may be taken here to remark the progress being made with the Olympic Games proposed to be held in Shanghai during October next. These games, it is hardly necessary to remark, have been arranged for the Eastern nations, China, Japan, the Philippine Islands, and Siam. The Shanghai Municipal Council has granted the use of the Honkow Recreation grounds, and during the week from October 3 to October 10 that ground should be the scene of some spirited contests. The athletics will comprise two championship meets in all track and field athletics, swimming, baseball, football, basketball, and volleyball, cycling, tennis, and a modified marathon race of 10 miles.

The first of the competitions will be between China, Japan, the Philippine Islands and Siam. The second will be an international meeting open to all, and this meeting is intended to give an opportunity for Europeans and Americans to compete against the best of the Eastern nations. It is good for China that, when she stands on the threshold of a new era, she should have the privilege of entertaining the sportsmen of other nationalities and of competing with them on her own territory. Not for five years at least will she again have the same opportunity, and it is evident that she is of mind to seize it with both hands. A strong and influential committee is in charge of the arrangements, with Dr. Wu Ting-fang as chairman, and including in its members Sir Kai Ho-kei. The movement has been made a national event. President Yuan Shih-kei has contributed \$2,000 and a trophy for the best all-round athlete. The Cabinet Ministers have given \$2,000 and two more trophies, and the games have thus been officially endorsed in the most practical possible manner.

In a letter sent recently to the Chairman of the Shanghai Municipal Council the committee impressed on him that it desired that these games should be a great object lesson in physical education. With that in mind they are seeking to have a very high standard of competition throughout the games. They are arranging, moreover, for an exhibition of Boy Scout work, and a demonstration by young women of the physical culture being taught in schools and colleges for the women of China. Take it all in all, the committee is going about the work of promoting these games with a proper sense of the responsibility resting on the shoulders of its members. Except these Olympic Games have a real and lasting educational value they may as well not be held, but with a committee in charge so alert and active and far-seeing there seems strong hope that China will profit greatly by the lessons learned at the coming games.

### The Empress Disaster.

The messages which have come through regarding the disaster to the Empress of Ireland are a fine example of the difficulty of giving authentic information in a case of this kind. First reports stated that she had been sunk in collision with an iceberg. When the early news of the mishap came through, men's minds, no doubt, leapt back to the Titanic disaster and to icebergs. Later, it became known that the collision was with a collier which had run her down and sunk her very quickly. At the moment of writing it is impossible to tell how many passengers have been saved. The reports are of the most conflicting kind. One message puts the death roll at a thousand, but if the complement of passengers on this trip was only twelve hundred, a thousand death roll would be appalling in itself and terribly disproportionate.

### How Many Deaths?

Another message puts the estimate at six hundred, a third ventures the statement that all the passengers have been saved, and another message, described as official, states that only four hundred of the twelve have been saved. Remembering the conflicting estimates which attended the Titanic disaster, however, it is better to take all estimates with caution. A little time and we shall know, all too certainly, how many people have found what Swinburne in his apostrophe to the sea described as:

Those pure-cold, populous graves of thine,  
Wrought without hand, in a world without pain.

### The Heroic Engineers.

Meantime it is safe to assume that some, at least, of the engineers have gone down with the vessel. That never fails to happen when a steamer is sunk. Only the other day a memorial was unveiled to the engineers of the Titanic, and that could always be done after a big disaster. Speaking generally, these men could escape if they wished. That is to say, their chances of escape are equal to those of most people, but ships' engineers are mostly a hopeful people and when a collision does take place they get busy. If they can only get this or that or the other thing done quickly they can save the ship yet. That is the way of engineers; when a great moment comes they are ready; they are willing to fight death with naked hands. And, if the truth must be told, their heroic fight is seldom thought of save by a few.

**The Dragon Boat Festival.**  
With all the changes which have been and are taking place in China it is good to feel that the Dragon Boat festival is still kept up in time-honoured fashion. As is true with many an old custom in the West, its character has changed somewhat, and in the mists of ages it has lost some of its significance. But all the same, it still retains many quaint and picturesque features, of which the most interesting is, of course, the test of craftsmanship between the crews of the dragon boats drawn from various fishing fleets. Yesterday's races at Aberdeen were, indeed, on a larger scale than ever before, and those who took advantage of the opportunity of witnessing the stirring contests were well rewarded in what they saw. The rivalry was as keen as it could well be, and though those in charge of the arrangements had to keep a sharp eye on the boats at the starting-point, and there was some little feeling shown by one of the crews at the final decision, on the whole the events were fought out in a really sporting spirit. We hope it will be many a long day before these contests of skill become a thing of the past.

### Unit for Publication.

This is the announcement printed at the head of the news column of the local paper of Fiddichow, a town near Berlin, last month:

"We regret that we are unfortunately not able to publish the proceedings of last night's meeting of the Town Council. The tone of the discussion which took place was such that, in the interest of the Council itself, it were better that no account of the proceedings should be published."

Inspector McHardy said the comrade had missed \$400 worth of stuff and set a watch for the culprits.

The case was fixed for Thursday, May 29, being allowed

### DAY BY DAY.

LET US TRY TO MAKE OUR LIVES LIKE SONGS, BRAVE, CHEERY, TENDER, AND TRUE, THAT SHALL SING THEMSELVES INTO OTHER LIVES, AND SO HELP TO LIGHTEN BURDENS AND CARES.—*Anon.*

**The Weather.**  
Lower level 8 a.m. Temp 83; sunshine.

At the Peak 8 a.m. Temp 76; sunshine.

The Mails.

Siberian Mail.—Due per s.s.

Liangchow to-day.

Siberian Mail.—Closed per s.s.

Alat—at 11 a.m. to-day.

Siberian Mail.—Closes per s.s.

M. F. Ferdinand at 5 p.m.

to-day.

Langkat Output.

Messrs. Wright and Hornby inform us that yesterday's Lang-

kat output was 350 tons.

Miss Kelly Leaves.

Miss Kelly, daughter of H.E. Major General Kelly, left yesterday for Australia on the s.s. Empire.

Larceny by Bailee Charge.

A Chinese employed at the Cotton Mills was charged at the Police Court, this morning, with the larceny by bailee of \$16.12, which should have been paid to six boys of whom he had charge. He was remanded until Tuesday.

No Option.

At the Police Court, this morning, a woman was charged with being in possession of 95 taels of opium other than Government opium, valued at \$760. Revenue Officer Wilden prosecuted. A sentence of six months' imprisonment without the option of a fine was passed.

Special Choral Mass.

At St. Joseph's Church tomorrow at ten o'clock, there will be a special Choral Mass (Mattioli) in which the soloists will be Miss Ross, Mrs. Charlton and Mr. Lyth. The service is one of the most impressive and always appeals strongly to those musically inclined of all denominations. Mr. F. Braga is the organist and choirmaster.

### THE "TELEGRAPH'S" ACROSTIC.

#### PILLARS.

It turns our thoughts to happy banks.—

For this relief a thousand thanks.

#### BARS.

1.—The name calls to mind a Victorian bay,

Which to some suggests turtle—alas, who can say?

2.—This old-fashioned glamour

has lately been heard

In a plaint that begins with this curious word.

3.—His spear brooks no despatch

the devil's good.

4.—Eve did not recognize the horrid toad.)

5.—A mighty Christian warrior—woman's love his failing.

Iali-n fashion: slew the pagan: Christian nursed him ailing.

6.—A queer little fellow who

tucks his way

From gutter to gallery—guess who may.

7.—So this is Ambrose. One

would hardly know it.

Philip's same fashion—there's the baby's poet.

[Answer on Monday.]

### SET A WATCH.

#### A Charge of Breaking and Entering.

Two Chinese were charged at the Police Court to-day with breaking and entering the godown of Messrs. Sander Weiler, at Wan-chai, and stealing dyeing powder valued at \$150.

Mr. Dixon, of Messrs. Wilkinson and Grist, appeared to prosecute and asked for an adjournment.

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### 1889.

#### HONGKONG TWENTY-FIVE YEARS AGO.

(Compiled from the "Hongkong Telegraph" file for the Week Ending May 30, 1889.)

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Volunteer Movement.

May 25.—"The trials of

Servant-galism at home are far

out-rivaled by the insolence, the laziness, and filthiness of the

"boy" here. He is supposed by

the few Exeter Hill individuals

who know anything at all about

him, to be a weak-minded, placid,

moon-faced sort of celestial, with

no idea except of working three-

quarters of every twenty-four

hours. As a matter-of-fact he is

generally dirty, often insolent,

frequently dishonest, and always

lazy and overfed. In Singapore

the boys struck work early, last</p

# THE HONGKONG TELEGRAPH.

## EXTRA

HONGKONG, SATURDAY MAY, 30 1914

### SHORT STORY.

#### A DETECTIVE BURNS CASE.

BY HARVEY J. O. HIGGINS

[This is not the first of Detective Burns' cases we have given from *Mactur's*. The names, of course, have been changed, and the characters cannot be recognised, but the story is true in the main and a fine example of a great detective's methods.]

The superintendent of the mint—whose name was Fleischman, let us say—had come to the Secret Service office, in the Federal Building, in a pale perspiration of heat and worry. "Billy," he said to the operative in charge, whose name was William J. Burns, "some one's been stealing our precipitate of silver and selling it to the Cooley Smelting and Reduction Company. And there's not a man in that room I don't trust. Not one. Not one that I haven't had absolute confidence in."

"Oh, well," Burns said, "absolute confidence is all right, but—"

"No; I mean it," Fleischman protested. "I'd trust those boys further—if they're stealing, I can't trust any one. I can't trust my own wife."

"Perhaps the stuff doesn't come from the mint, then."

"There are only three places in the country that it could come from: one is in Red Bank, New Jersey; another is the Cooley Company's own works; and the last is our mint. The Cooley people have had it analyzed. They've sent me word that it's ours: the chemical analysis shows it. And it makes me sick to think of it. If I can't trust those boys—"

Burns put on his hat. "Where did the Cooley Company get it?"

"From a metal dealer here. He's supposed to have had it shipped to him from Idaho, where the people that made it couldn't get their price for it. That's a stall of some sort. There's no such precipitate produced in Idaho. And the firm in Red Bank has investigated, and they report that it isn't theirs; it must be ours."

Now, in a previous investigation of a mint robbery Burns had had some dealings with the Cooley Company; and he had not found all the company's officials so scrupulous in their business morality that they had remained above suspicion in his thought of them. More than that, the Cooley Company had been robbed of some hundred thousand dollars' worth of gold bars by an employee, a few years earlier; and Burns had watched with interest the discovery and prosecution of the thief. These things had marked the Cooley Company's works and offices, for him, with a sort of malice.

He found the president of the smelting company in his office, busy at his table-desk. Imagine him a solid, double-blinned, grey man with an important manner. Suppose his name to be Richard O. F. Callingham. Picture him reading typewritten letters and signing them with a big, ebony-handled stub-pen, writing his dashing and robustious signature with ponderous care.

He had no affection for William J. Burns, Secret Service operative. In the investigation of the previous mint robbery, Burns had been impertinently curious about the business relations between the Cooley Company and an official of the mint who was suspected of the theft. Burns had asked embarrassing questions about the sale of blue-stones to the Cooley Company by the suspected official. He had insisted upon seeing the details of an account between the Cooley Company and the mint in the matter of an exchange of lead for lead that was impregnated with precious metal. He had made himself "unpopular" with President Richard O. F. Callingham.

Callingham reddened to the roots of his grey hair. He had no right to take samples of a silver precipitate that had been brought to him for smelting, and if he had kept the samples it was a theft. He said: "Of course we gave them back to the man."

"When did he bring them here?"

"If you'll just come in and talk to Mr. Cheney," Callingham said meekly, "he'll tell you all about it."

They went in. They talked to Cheney. And Burns learned what he wished to know—which was the name of the metal dealer who had brought in the silver, the amount that he had brought, and the dates on which he had brought it.

"We've given you all the facts to Mr. Fleischman," Callingham cut him short.

"It would be no trouble, I suppose, to repeat them to me."

"I don't see the use of it."

Mr. Fleischman had asked me to investigate. He doesn't remember all the details, and there may be something that you've overlooked. Who received this precipitate when it was brought here?"

"Mr. Cheney."

"I'd like to see him."

"There's no use bothering him. We've told you all we know."

"I have been asked to investigate," Burns explained,

"and this is the only way I know of doing it. If I can't get my information, I'll have to drop the case."

Callingham blotted his signature. "I can't help that," he said, taking up another letter.

And here Burns began his sleight-of-hand. (He calls it, professionally, "finessing.")

"Perhaps," he said, "it would interest you to know that the precipitate was not stolen from the mint."

Callingham shook his head. "That's for Mr. Fleischman to decide."

"No," Burns said; "it's for you. It was stolen from you."

Callingham looked up, over his glasses. "That's impossible. We've had four detectives guarding our works." Burns tells this story privately, as good joke on the operatives of this particular detective agency—which may be known here as the Nick Carter Sleuthing Company.

"I don't know anything about your detectives," he replied confidently; "but I know it's your precipitate of silver. And I'm not interested in the fact—except that I've got to prove it to the government in order to prove that it didn't come from the mint."

Callingham laid down his pen. "Would you mind telling me how you know it?"

"Yes," Burns said, "I do mind. That's a confidential matter which I'm not in a position to divulge yet."

"Well, Mr. Burns," Callingham hastened to say, "I know you're not a man to claim that you know a thing unless you're sure of it. I don't like to contradict you, but—"

"It doesn't matter to me whether you contradict me or not," Burns assured him. "It's your silver and I'll prove it."

Callingham took off his glasses, shakered and rather tremulously alarmed. The previous theft of gold bars had made a scandal that had not yet been forgotten.

The business credit of the company had been impaired. The president's reputation as an executive officer had been blown upon. The name of R. C. F. Callingham—no matter with what flourish it might be signed—would be the name of an absurd gull if it was found that his company had now been receiving—and smelting—cheerfully—a silver precipitate that had been stolen from its own works. And they had handled several thousand dollars' worth of the stuff.

"Mr. Burns," he said, "I can't believe it, b.t.—What is it you want to know?"

"Where are the samples that you tested?"

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# An Ideal Table Water.

*Apollinaris*

*Apollinaris*

Supplied by Appointment to  
HIS MAJESTY KING GEORGE V.  
AND QUEEN ALEXANDRA.

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#### PRICE PER CASE

48 QUARTS  
\$12.00

48 PINTS  
\$9.50

100 SPLITS  
\$12.50

CARLOWITZ & CO.

AGENTS.

# THE HONGKONG TELEGRAPH.

## EXTRA

HONGKONG, SATURDAY MAY, 30 1914

### TELEGRAMS.

[The following telegrams arrived too late for insertion on Page 1.]

#### EMPEROR DISASTER.

#### HONGKONG PASSENGERS ABOARD.

[Reuter's Service To "The Telegraph."]

London. Received May 30.  
The passengers on the ill-fated Empress of Ireland include:

Mr. Cox Edwards, of Yokohama.

Mr. and Mrs. W. D. Graham, of Hongkong.

[The Mr. Cox Edwards referred to is, there seems no reason to doubt, Mr. J. F. Cox Edwards, formerly of the Hongkong and Shanghai Bank in Hongkong, as he recently left for Home from Yokohama.

Mr. W. D. Graham is the general manager of Messrs. Wilkinson, Heywood and Clark in Hongkong.

At the moment there is no news as to whether either of the persons mentioned have been saved.

There was a very strong rumour in the town to-day and on the race course that the Chief Justice Sir William Rees Davies, and Lady Rees Davies were passengers by the s.s. Empress of Ireland. The same rumour also states that Mr. H. P. White was to have been a passenger for Home by the same boat but missed it by two days.

#### Survivors at Quebec.

Reuter's correspondent at Quebec states that 306 survivors from the Empress of Ireland have arrived there, comprising 29 first-class passengers, 29 second-class passengers, 101 steerage passengers, and 237 of the crew. Thirty-seven left the train at Rimouski.

#### 934 Probably Perished.

The revised figures show that there were 1,307 souls aboard the ill-fated liner; hence 934 have probably perished.

Captain Kendall is reported to be dying from exposure.

#### Relief Train Derailed.

A special relief train carrying the survivors from the Empress of Ireland became derailed shortly after leaving Rimouski. None were injured.

#### Salvation Army Message.

"General" Bramwell Booth has sent the following message to the Salvationists at Toronto:—"Heart-stricken at your grief through appalling disaster. Assure you of prayers of whole Army."

#### Not Saved.

The list of the survivors does not include the names of Sir Henry Seton-Karr, Mr. and Mrs. Laurence Irving, Commissioner and Mrs. Rees of the Salvation Army, or Colonel Maidment.

There were 100 Salvationists on board, including the crack Canadian band, and only twenty of these were saved.

Many prominent English business men are also missing.

#### World-wide Sympathy.

The disaster has evoked world-wide sympathy. President Poincaré has cabled to King George his condolences, while the Minister of Navy, M. Viviani has wired to Mr. Churchill expressing the grief felt by the French Navy.

#### Canadian Opinion.

Reuter's correspondent at Ottawa states that in the House of Commons, Mr. Borden said it was appalling that a ship with 1,300 passengers on board, only a few hours from Quebec, should sink in ten minutes. Apparently the accident was unpreventable by any means that could be devised for the safety of navigation.

Sir Wilfred Laurier recalled that this was the third accident on the St. Lawrence river since it was opened for navigation.

The papers dwell on the profoundly disquieting fact that such a disaster should be possible with a liner whose equipment and navigation were irreproachable.

### SPECIAL CABLES.

(Special Pacific Service to the "Telegraph"—Reuter.)

#### CHINA'S NEW COUNCIL.

#### CAUSTIC CRITICISM FROM CHINESE AND MANCHUS.

Peking. Received May 30.

The vernacular papers term the Tsinchengyuan "the asylum for conservative officials." They consider that the Council is ornamental but does not represent the people, as did the abolished Senate.

Most of the members are over 60 years of age, and many have telegraphed their resignations on various pretexts. The papers estimate that only some 40 will take up their posts.

A Manchu paper at Tientsin treats the Tsinchengyuan as a force, and advises senior officials to "wash their hands and change their hearts" in order to avoid ruining the Republic.

#### JAPANESE NAVAL SCANDAL.

#### COURT MARTIAL SENTENCES.

Tokyo. Received May 30.

The sentences of the Court Martial on the naval scandals are:—Admiral Matsumoto, three years' penal servitude and the restitution of Yen 400,800; Captain Sawasaki, one year's penal servitude and the restitution of Yen 11,500. Constructor Suzuki is acquitted.

#### TELEGRAMS.

#### AMERICAN BATTLESHIPS.

#### A GREEK DENIAL.

(Reuter's Service To "The Telegraph.")

London. Received May 30.

Reuter's correspondent at Athens states that it is denied that Greece is negotiating for the purchase of the American battleships Mississippi and Idaho.

#### ASIATIC EXCLUSION.

London. Received May 30.

The Daily Mail correspondent at Christchurch states that the Government will introduce in June legislation prohibiting the immigration of Asiatics.

#### THE GYMKHANA.

The second gymkhana of the season was held at Happy Valley this afternoon. There was a fair attendance present, despite the threatening weather. It looked very much like rain before the first race, but fortunately the weather held up. His Excellency the Governor was among those present. The results at the time of going to press were:

Three Quarter Mile R. C.—For Subscription Griffins of the Season 1913-1914 which have not won an Official Race. Weight for inches as per scale. Winners in Off. Div. and/or First Gymkhana of one r. ea 5 lbs extra, two or more races 10 lbs extra. Insurance fee \$5. 1st Prize: \$150. 2nd Prize: \$75. 3rd Prize: \$35.

Dr. Forsyth's, Lorenzo (late Aravand), 160 lb. (Mr. Pope) 1 Mr. B. Sutton's, Brympton, 160 lb. (Mr. Knoll) 2

Messrs. Lowe and Hickman's, Dunin, 155 lbs. (Mr. Hickman) 3 Capt. C. V. de G. Elys and Mr. H. C. Gray's, Springfield, 152 lbs. (Mr. Clark) 0

Mr. Norman's, Brown Boy, 160 lbs. (Mr. G. G. G.) 0 Mr. Billards', Fluke, 140 lbs. (Mr. Hastings) 0

Sir Henry May's, Pitlochrie, 140 lbs. (Mr. Sedgwick) 0 Dunin bolted before the start and caused considerable delay, Hickman being unable to pull him up until he had got half way round the course. He then completed the course to join the pinnies. When the flag fell Brympton Brown Boy and Dunin led the field with 10 clear last. Rising the hill, Dunin went to the front

Mr. C. Lawlef, and Mr. R. F. C. Master 32 pts. 1 Lieut. D. McGillivie, and Lieut. R. K. C. Pope 23 pts. 2

Mr. F. W. Thicknesse and Mr. W. H. Hastings 18 pts. 3

#### LAUNCH AT KOWLOON.

#### Successful Launching of the Senang.

This morning a very successful launch of the s.s. Senang, which is being built for the Senang Steamship Co., took place at the Hongkong and Whampoa Dock Company's Yard, where the vessel is being built. There was a fair company present, including Capt. and Mrs. Kockx, the lady performing the launching ceremony, Messrs. S. H. Dodwell, R. M. Dyer, G. Caldwell, O. D. Sils, Mr. and Mrs. Ehrenfeld, Miss Ellis, Capt. Dunbar, Mr. J. Lambert (Lloyd's Surveyor), J. W. Graham, Capt. Hall, J. Findlay Miller, Hall, Russell, D. MacDonald, Capt. Arthur Paton, Abbey and Barrett, Mrs. Lambert, Miss Moberly, Mr. and Mrs. Browell and Mr. von Meines.

The Senang was sent on her way by Mrs. Kockx who, as she broke the bottle of champagne over the bows, said, "God bless you U!"— "God bless you" and amid the firing of crackers and the cheers of the onlookers the vessel gracefully took the water.

An adjournment was then made to the drawing office where the chairman of the Dock Company, Mr. S. H. Dodwell, asked the company to join with him in drinking to the success of the vessel and prosperity to her owners. He was proud to say that the vessel's number in the building book of the company was 535.

She was, however, the first vessel of that type that the company had had built for the trade between the China coast and the Straits. She had been built to the design and under the superintendence of Capt. Kockx and was of Lloyd's highest class. The company had put their best work into her and he hoped she would be satisfactory to the owners as she was to them. They were building two similar steamers and he hoped they would be the forerunners of many more.

Capt. Kockx, in returning thanks on behalf of the owners, also thanked them for asking his wife to christen the boat which was the first ocean-going steamer constructed in Hongkong for the Senang Steamship Co. He expressed the hope that she would be but one of many similar boats to be constructed by that well equipped yard and also paid a tribute to the valuable assistance that had been given him in the work of designing by Mr. Gregson Broadwell, and asked them to join in drinking the health of the Company.

Mr. Dyer thanked those present for the way in which they had received the toast and presented Mrs. Kockx with a wristlet watch, for which Capt. Kockx returned thanks.

M. de Reus, the Dutch Consul General, remarked that this was the first ocean-going boat which had been built at Kowloon for the company. Some time ago he remembered that there had been some launches built, but this was the first order for an ocean-going boat that had come from Netherlands. India. The name "Senang" meant "The Propitious" and he hoped that the name would prove a good one for the first Dutch ship which had been built here.

Trade in the Archipelago was extending every day, more and more, and Hongkong being at the very door, it seemed only fitting to come here for ships, not only on account of efficiency but for other economic reasons.

He hoped that the relationship which had thus been established would be extended and that the Dock Company would have its full share of it.

The Senang is a handsomely modelled steel single screw steamer, length 245 feet overall,

broad 38 feet, depth moulded 13

#### SIBERIAN MAIRS.

#### New Service of Four Mails a Week.

By courtesy of the Postmaster General of Hongkong we are able to publish the following extract from a letter dated May 9, 1914, from the Secretary of the General Post Office, London:

"On and from the 1st of this month, the trans-Siberian Express Trains will leave St. Petersburg at 8.35 p.m. on Tuesdays and Fridays, and Moscow at 9.5 p.m. on Wednesdays and Saturdays.

"In compliance with a request from the Russian Post Office the Mails should be forwarded from this Country for conveyance by each of the four trains referred to, it has been arranged for Mails for the Far East generally to be despatched hence on Sundays at 9.55 a.m. for conveyance via Shanghai and Moscow, on Tuesdays and Saturdays at 2.5 p.m. for conveyance via Ostend and St. Petersburg, and on Wednesdays at 2.5 p.m. for conveyance via Ostend and Moscow. The new arrangements commence to-day.

feet 6 inches. Of the Single deck type with top-gallant forecastle and continuous Poop and Bridge combined with long Boat Decks and Navigating Bridge, she presents quite a trim appearance.

Though primarily intended as a general cargo and passenger steamer, provision has been made for large measurement freight, the holds being absolutely void of obstructions. This may be said to be a special feature of the structural design.

In lieu of the customary bold pillars, continuous steel girders are worked under deck at the batch sides, being supported by strong beams which in turn transmit any stresses to the ship's structure in a gradual manner through deep arched web frames. For the rapid loading and discharging of cargo, four powerful winches and two steam cranes are installed on the Bridge Deck.

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### FOR THE LADIES.

#### OUR WEEKLY CAUSERIE ON WOMEN'S MATTERS

#### CRINOLINE OR BUSTLE?—LATEST IN EVENING WEAR—MILLINERY AND SHOES.

The century of costume that is being exhibited by Miss Dawson, of Chelsen, at the Olympia Exhibition shows some extraordinary coincidences in the development of dress past and present. Rather more than a hundred years ago, for instance, the male element predominated in feminine attire. Women wore tall hats, high collars, waistcoats, and skirts tight enough to suggest the trouser line. Almost exactly a hundred years later the coat and skirt, with its stiff-collared blouse and hard sailor hat, was compulsory for the young woman with any regard for fashion. These revolutionary modes of the 18th century were followed by the classic styles of the Empire, and "line" became everything. Dresses of the period contained the smallest possible amount of stuff; round-toed shoes, tied on with ribbons, were a not unimportant item of attire. We also have only just discarded Empire fashion—more's the pity, and the sense of line which has distinguished the last five years seems in the fashion of the moment to have run amok. Our round-toed shoes tied on with ribbons, on the other hand, have come in with the tango, a little later than rather than coincident with Empire fashions. Again, the Empire fashions were followed by increasing fullness in the skirt, which corresponds with some exactness to the pannier tendency of to-day. This fullness gradually developed into the crinoline and gradually subsided into the bustle. It is curious to remember that women who did not conform to the bustle were regarded as eccentric, if not worse.

The present-day fashions seem to point for the moment to the bustle rather than to the crinoline. But so far dress development has followed with such extraordinary exactness the course of a hundred years ago that there seems no special reason to suppose that it will deviate now from its appointed course. Where it may differ to a certain extent will be rather in the direction of variety. Formerly women wore crinolines practically all the time, whether in paying an afternoon call or in playing games on the lawn. Today most women change their clothes two or three times a day at least, and their varied occupations and pleasures exact a corresponding variety in clothes. Thus while it seems likely that the crinoline will prevail even against the protests of the strong minded, there is comfort in the thought that it is not likely to be worn on the links or in the office or in the gymnasium.

**Evening Frocks.**  
Evening frocks are naturally of the first importance just now, and some of the latest are really rather amazing. One seen actually worn the other night—an importation from Paris—was of rose tulles, a ball-shaped skirt quite of the 1830 type, set in close full gathers at the waist, and falling to just above the ankles, where it was distended with wire and finished with a wide soft ruche of the tulles. A crinoline in embryo, and beneath, are the favourite colours for footgear. Later on, more pronounced tints will be seen, blue, green, red, purple, matching the gown or its trimming.

**The New Shoe.**  
One of the most sensible of recent fashions is the Salome shoe with its band round the ankle, which keeps the shoe up on the heel. This is the more necessary as the front part of the smart up-to-date shoe is much cut away, so much so that it is really difficult to keep it on the foot. White, gazelle, and antelope, besides the well-known tan, are the favourite colours for footgear.

**To Curio Collectors.**  
Next week Mr. G. P. Lammer is selling a magnificent collection of antique chino and curios, the property of the well-known collector Mr. Loh Ven-kee. Those who have any spare time on Monday will be well advised to call round to the salerooms, as the collection is to be seen in view that day.

**Vanishing Bodices.**  
Nearly all evening gowns

have insignificant bodices, often sleeveless, and devoid even of the chains of jewel beads, which in themselves provide something in the nature of a garment when they are worn in any quantity. Yet here and there one sees a more dignified corsage, as on a lovely picture gown with wide, softly draped corslet and tunic of brocaded geese and chemise and sleeves of exquisite old lace, arranged to create the circular decolletage that is gradually reappearing and is far more becoming to most women than the exaggerated V. at front and back. Very few women have a torso beautiful enough to stand that trying style.

#### The Cape.

The cape has evidently come to stay, and daily it appears

## FAR EASTERN NAVAL SQUADRONS.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Name	Class	Tons	Guns	I.H.P.	Commander	Reported at
Acrity	Despatch-boat	1,700	12	2,000	Comdr. A. Cochrane	Crasing
Atlas	Admiralty lug	—	—	—	Master W. West	Hongkong
Bramble	Gunboat	710	2	900	Lt.-Com. V. R. Brandon	Hongkong
Britonard	Gunboat	710	2	900	Lt.-Com. W. H. Darwell	Yangtze
Cadmus	British sloop	1,070	6	1,400	Comdr. H. Williams	Shanghai
Cherub	Water tank and lug	300	—	300	Master H. Smith	Hongkong
Chelmer	British sloop	550	—	7,550	Lt.-Com. U. T. England	Hongkong
Clio	British sloop	1,070	6	1,400	Comdr. M. McKenzie, D.S.O.	Pensing
Hampshire	1st class cruiser	10,850	10	20,500	Capt. H. W. Grant	Weihaiwei
Jed	Torpedo boat destroyer	—	—	—	Lt.-Com. G. A. Mullock	Hongkong
Kinna	River gunboat	610	4	1,200	Lt.-Com. H. Marryatt	Yangtze
Kennett	Torpedo boat destroyer	—	—	—	Lt.-Com. Boddam Whetham	Hongkong
Merlin	Surveying ship	1,010	—	—	Lt.-Com. O. J. B. Gibson	Leban
Minotaur	1st class cruiser	14,800	—	27,000	Capt. E. B. Kiddle	Weihaiwei
Moorhen	River gunboat	180	2	800	Lt.-Com. Alan Dixon	Hongkong
Newcastle	2nd class cruiser	4,800	12	22,000	Capt. Frederick A. Powlett	Weihaiwei
Nightingale	River gunboat	85	2	240	Lt.-Com. M. Murray	Yangtze
Ribble	Torpedo boat destroyer	500	—	7,500	R. W. Wilkinson	Weihaiwei
Robin	River gunboat	85	2	240	Lt.-Com. J. Nash	West River
Rosario	Depot-ship for Submarines	980	—	1,400	Lt.-Com. J. Cromie	Canton
Sandpiper	River gunboat	85	2	240	Lt.-Com. I. S. Hutton	West River
Suipz	River gunboat	85	2	210	Lt.-Com. Maurice Leslie	Yangtze
Taku	Torpedo boat destroyer	350	6	6,000	Gunner W. H. Byder	Hongkong
Teal	River gunboat	180	2	800	Lt.-Com. Guy Stoford	Yangtze
Thistle	Gunboat	710	2	900	Lt.-Com. H. R. N. Cotter	Swatow
Triumph	Receiving Ship	11,015	—	12,500	Capt. P. Streetfield	Hongkong
Tamar	Torpedo boat destroyer	500	—	7,500	Capt. A. Aistruther	Hongkong
Uisk	Torpedo boat destroyer	355	6	6,300	Lt.-Com. H. D. Adair	Weihaiwei
Virago	Torpedo boat destroyer	500	—	7,600	Com. Seymour	Weihaiwei
Wellau	Torpedo boat destroyer	360	6	5,900	Lt.-Com. R. Neville	Weihaiwei
Whiting	Torpedo boat destroyer	195	2	800	Lt.-Com. J. C. Borrett	Yangtze
Widgeon	Gunboat	150	2	500	Lt.-Com. M. B. Blackwood	Yangtze
Woodcock	Gunboat	150	2	500	Lt.-Com. J. Lloyd	Yangtze
Woolark	Gunboat	150	2	500	Lt.-Com. Pope	Hongkong
C. 36	—	—	—	Lt.-Com. J. Gilliwie	Hongkong	
C. 37	—	—	—	Lt.-Com. J. Gaines	Hongkong	
C. 38	—	—	—	Lt.-Com. Handley	West River	
T.B. 035	—	—	—	Lt.-Com. T. Barton	Hongkong	
T.B. 036	—	—	—	Lt.-Com. Nicol	West River	
T.B. 037	—	—	—	Lt.-Com. H. W. Seymour	Hongkong	
T.B. 038	—	—	—	Lt.-Com. J. A. Jerrain, K.C.B., C.V.O., C.M.G. Commander-in-Chief.		

## FOREIGN MEN-OF-WAR ON NORTH CHINA AND JAPAN STATION.

French.						
Dupleix	Armoured cruiser	10,014	30	20,000	Capt. Vergos	Shanghai
Killer	Armoured cruiser	9,700	12	19,600	Capt. Gourts	Hongkong
Deodoo	Gunboat	645	10	1,000	Lient. Vindier	Saigon
Argus	River gunboat	180	6	570	Lient. Dorret	Canton
Vigilante	Gunboat	123	7	509	Lient. de Jervillier	Canton
Peine	Gunboat	130	—	—	Lient. Collin	Tongku
Bondard de Lagre, Gunboat	—	—	—	Lient. Dupuy Dutemps	Tohong-kia	
* Flagship of Rear-Admiral Colloch de Kerillis, Commander-in-Chief, the French China Station	—	—	—	Lient. Boluix	Saigon	
Lynx	Submarine	—	—	—	—	Saigon
Prote	Submarine	—	—	—	—	Saigon
Styx	Armoured gunboat	1,798	10	1,700	Lient. Guillaume-Louis	Saigon
Fronde	Destroyer	350	7	303	Lient. Aurillac	Saigon
d'Iberville	Destroyer	—	—	—	Capt. de Frigate Rouisen	Hongkong
Pistole	Destroyer	130	7	300	Comdr. de Marquesas	Saigon
Mousquet	Destroyer	307	6	300	—	Saigon
Mache	Surveying-ship	1,625	10	9,000	Com. Voisin	Saigon
* Fl. ship of Commo. J. B. Bopocinant, Commanding the local defence Indo-China.	—	—	—	—	—	

German.						
Frieden	Cruiser	3,600	22	13,500	Capt. v. Muller	Tsingtau
Neusenau	Armoured cruiser	11,800	36	26,000	Captain Brinckhaus	Tsingtau
Luis	Gunboat	900	12	1,300	Comdr. Sachse	Canton
Jugular	Gunboat	900	12	1,300	Comdr. Luring	Shanghai
Leipzig	Cruiser	3,250	24	11,000	Capt. Heun	Tsingtau
Luis	Gunboat	900	10	1,350	Comdr. Thierichen	Hankow
Nurnburg	Cruiser	3,400	22	13,200	Capt. v. Schonberg	Tsingtau
Otter	River gunboat	—	—	—	Comdr. Lieut. Firsle	Yangtze
Scharnhorst	Flagship	11,600	36	28,000	Capt. F. Schultz	Tsingtau
S. 30	Torpedo-boat	400	8	6,500	Capt. Lt. Brunner	Tsingtau
Taku	Torpedo-boat	280	4	6,000	Obit. z. S. v. Mauberge	Tsingtau
Tiger	Gunboat	600	10	1,350	Comdr. Booker	Tsingtau
Tsingtau	River gunboat	223	4	1,300	Capt. Lt. v. Moller	Canton
Wierland	River gunboat	223	4	600	Obit. z. S. Dressler	Yangtze
A. Lampet	Cruiser	1,757	—	—	Capt. Annibal de S. Dias	Hongkong
Albatross	Gunboat	—	—	—	Capt. Martins	Macao
Albatross	Gunboat	700	—	—	Capt. Luis A. de Magalhaes Correa Mac	

## UNITED STATES VESSELS.

Name	Class	Tons	Guns	I.H.P.	Commander	Reported at
Submarine	—	—	—	—	Ensign G. Bradford	Cavite
"	—	—	—	—	Ensign J. R. Mann	
"	—	—	—	—	Ensign H. L. Rabel Daffer	
"	Protected cruiser	3,430	10	7,500	Commander M. L. Bristol	Cruising
"	Torpedo-boat des.	420	7	8,000	Lient. E. A. Spruance	Cavite
"	Torpedo-boat des.	420	7	8,000	Lient. E. S. Keller	Cavite
"	Gunboat	243	8	250	Ensign W. L. Beck	Canton
"	Torpedo-boat destroyer	420	7	8,000	Lt. J. C. Gennings	Cavite
"	Protected cruiser	3,183	11	10,000	Com. J. V. Chase	Cruising
"	Torpedo-boat destroyer	420	7	8,000	Lt. V. K. Colman	Cavite
"	Torpedo-boat destroyer	420	7	8,000	Lt. E. Durr	Cavite
"	Gunboat	620	4	600	Lt. Com. V. S. Gannon	"
"	Gunboat	1,392	8	1,988	Com. G. R. Marvell	Shanghai
"	Station ship	1,000	6	1,100	Lient. V. R. Lowe	Cavite
"	Monitor	3,000	6	3,000	Lt. Y. Koresch	Olongap
"	Monitor	4,084	4	5,272	Ensign P. J. Peyton	Cav
"	Gunboat	243	8	—	—	Canton
"	Sea-going tug	854	2	1,600	—	"
"	Repair ship	3,085	—	—	Lt. Com. U. W. Coles	Canton
"	Cruiser	—	—	—	Com. P. Babin	Hongkong
"	Flagship	—	—	—	J. H. Dayton	Shanghai
"	Ironclad Cruiser	—	—	—	Com. R. H. Leigh	
"	River boat	—	—	—	Lt. G. W. Hains	

The prices necessarily vary from day to day, and the card board has no power to compel its holders to sell at the prices quoted.

E. W. HAMILTON.

Editor Far Eastern Record

Hongkong, May 25, 1914.

MARKET PRICES.

## BUTCHER MEAT.

肉食

	Cts.

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## DRAGON BOAT FESTIVAL.

Shaukiwan Carries Off the Racing Honours.

There was a great pilgrimage to Aberdeen yesterday to witness the time-honoured boat races held in celebration of the Dragon Boat Festival. From early forenoon until well on into the afternoon all manner of craft put in at the picturesque little harbour, and by the time the contests began the fairway on either side was lined by steam launches, motor-boats, yachts, junks and sampans, the occupants of which evinced the keenest interest in the proceedings. There were many European spectators, while large numbers of Chinese came by launch from the various dockyard establishments of the Colony, which had shut down for the afternoon. Many of the launches were decorated for the occasion, while the numerous fishing craft drawn up on either side flew flags characteristically Chinese both in shape and gaudiness of colour. The sight was certainly one of striking brilliance, and its picturesque character was added to on the appearance of the rival dragon boats. This year there were no fewer than six of these craft—a much larger number than usual. They were of typical design—long, narrow, rakish boats, each with its gaily-coloured dragon's head at the bow. They varied in length from 83 feet to 93 feet, and the crews, seated in pairs, each with a short paddle, ranged between 50 and 70 in number. In addition to the actual oarsmen, each boat carried two or three other men, to whom were assigned various duties. One had charge of a big drum by the beating of which he set the stroke-time for the rowers, while another, standing in the middle of the boat, indicated, by means of a fan in each hand, the course to be steered by the men at the stern.

The number of boats competing this year was exactly double that of 1913. Shaukiwan was especially well represented, sending no fewer than three crews, while one boat each also came from Lamma Island, Aplochen and Tia Wan (Aberdeen). There was the keenest rivalry between the several crews, who worked themselves up to great heights of excitement when the races were in progress. There was, however, relatively little enthusiasm shown by the onlookers, but this may be accounted for by the fact that the Aberdeen crew were absolutely out of the running, practically all the prizes going to visiting boats. It may here be explained that the dragon boats, which only come out once a year, are the property of the fishermen who make the several villages represented their headquarters, and they are manned by members of the crews of the several fishing fleets, being chosen by the masters of the fishing boats. There is no limit to the length of the boat nor the size of the crew, members of which may be changed at will, even in the heats of a single competition.

The races held yesterday were over a course which extended from the western entrance buoy to a point opposite the Police Station, a distance of close on half a mile. Prior to the official races, for money prizes given by His Excellency the Governor, there were a number of preliminary contests for presents of wine and pork subscribed for by the *kaifong* (elders) of Aberdeen. It was about 3 p.m. when the Government launch Victoria steamed into the little harbour, having on board His Excellency, the Governor, Lady May, the Misses May, Capt. Alison A.D.O., and Colonel Brown C.R.E. Everything was then made ready for the main races, and in view of the large number of boats competing it was decided to divide the crews into two heats. Police Sergeant Brazil superintended the keeping of the course and acted as official starter, while Inspector Gordon at the other end was judge. In the first heat the crew from Lamma Island came in first, after a sharp tussle; but it was the second heat which produced the greatest excitement. Two of the Shaukiwan boats—Nos. 4 and 5—grimly fought out the issue, to the accompaniment of gong and drum-beating, cheering and shouting,

## SPECIAL CABLES.

(From Our Own Correspondent).

## INTERPORT TENNIS.

Shanghai Beat Hongkong in Doubles.

Shanghai, Received May 29.

In the Tennis Doubles Tournament and Elmora (Shanghai) beat Hancock and Green (Hongkong), by three sets to love, the scores being:—8-6, 6-2, 7-5.

The Hongkong players are returning by the Empress of Asia, which arrives at Shanghai on the 30th inst.

## SANITARY BOARD.

The Orders of the day for Tuesday's meeting of the Sanitary Board are:

Minute by the president of the Sanitary Board relative to the Estimates for 1915.

Minute by the President of the Sanitary Board relative to the leave of Sanitary Inspectors during 1914-1915.

Correspondence relative to the Had Pui Lung Chinese Cemetery. Application for permission to erect two water closets and two urinals at St. George's Buildings, Marine Lot No. 286.

Lime-washing return for the fortnight ending 12th May, 1914. Mortality return for the week ending 10th May, 1914.

Mortality return from Macao for the weeks ending 10th and 17th May, 1914.

Rat return for the weeks ending 16th and 23rd May, 1914.

## "THE MAN FACTORY"

The current copy of the Canton News Letter, issued by the Canton Christian College is more than usually interesting. It shows, alike by letter press and illustration, the progress made by the School during the past four years.

There are now 410 students on the roll and the College, with its affiliated schools, is apparently doing a work that is worth assisting.

We make one quotation from the little journal:—"Chung Wing Kwong, Dean of the Canton Christian College, while Commissioner of Education for the province of Kwangtung, said: 'The Government can do little to advance its education until our College produces the men qualified to establish a real system of public education.' For this reason the College is sometimes spoken of in Chinese as 'The Man Factory.'

and when the course was covered a dead heat was declared. Then the two Shaukiwan crews and that from Lamma Island tried conclusions in the final heat, the result being:—1st, Shaukiwan No. 5 crew; 2nd, Shaukiwan No. 4 crew; 3rd, Lamma Island crew. The winning boat got home by half a length, while only a few feet separated second and third. At the close of the race there was some feeling shown by the Lamma crew, who bitterly protested that their boat was fouled by Dr. Drummond and the police. There were about half a dozen residents of the institute at the time. She had no reason to suspect foul play. She was informed of the death by a Chinese boy.

P.C. Swan spoke to identify the body at the mortuary.

Dr. McKinlay, of the Public Martuary, could not appear so the inquiry was adjourned.

Charted Patch of Rock.

A notice is given that a small patch of flat rock covered by 7 feet of water at L.W.S.T. exists in Canton Harbour, approximately 400 feet from the Fatu Bund. From the centre of the patch the tower of the English Church (near the Western end of Shamian Island) bears N. 11 deg. E. magnetic distant 1700 feet. On or about June 2, the northern extremity of the patch will be temporarily buoyed with a small black conical buoy, exhibiting a fixed green light from sunset to sunrise, and marking the portside of the channel for inward bound vessels.

Finance at Laohekow.

At Laohekow a certain type of rough face cash notes are generally used but in other places these Government bills are not freely accepted.

The Civil Governor of Hupeh therefore on the 10th instant issued an order making their use compulsory throughout the province and stating that the Government would accept them in payment of taxes.

It is hoped in that way partially to relieve the financial position at Laohekow.

## ALLEGED SUICIDE.

Man Found Hanged At Seamen's Institute.

Mr. J.M. Wood, at the Police Court, this morning, held an inquiry into the circumstances surrounding the death of Fernando Valera, a native of Porto Rico, who was found hanging in a closet at the Seamen's Institute, Wan Chai, on the 14th inst. Deceased had been employed in the Chinese canteen at Canton.

A boy employed at the institute said he found the body of the deceased hanging.

Dr. James Drummond said he was living in the Seamen's Institute, Wan Chai. He knew the deceased as a resident at the institute. About 245 in the afternoon he was told of what had happened and on going to a w.c. he found the deceased hanging by the neck from one of the cistern supports. The man was quite dead and he was of the opinion that he had been dead for at least two hours. He did not disturb the body at all. The body was still warm. He did not suspect foul play of any kind.

Inspector McHardy: Didn't you as a doctor think it your duty to cut the body down when it was warm?

Witness: No.

His Worship: I think he did quite right. The body was dead?

Witness: Yes.

Inspector McHardy deposed to finding the body hanging in the w.c. about 3 p.m. The deceased's feet were three inches from the ground. With the assistance of the last witness he cut the body down. He was quite dead, the body being cold. The body was taken to the public mortuary. There were no suspicious circumstances whatever. It was quite possible for the man to have hanged himself. The door of the closet was open, he had not to force his way in.

William Davies, the manager of the institute, said the deceased came to the institute on May 12. The board and lodging of the deceased was guaranteed by the Hongkong Ladies' Benevolent Society. He knew nothing about the occurrence. As far as he knew the man had neither friends nor enemies in the institute. He had no reason to suspect foul play.

Witness was absent from the institute on the morning of May 14.

Mr. Davies said she was informed of the occurrence about 2.45 p.m. and she at once sent for Dr. Drummond and the police.

There were about half a dozen residents of the institute at the time. She had no reason to suspect foul play. She was informed of the death by a Chinese boy.

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## DAIRY FARM NEWS.

## BUTTER. BUTTER.

WE HAVE RECEIVED A

## NEW SHIPMENT OF

## DAISY BUTTER

Absolutely the best table butter in the Colony.

## MACKINTOSH

& CO. LTD.

SHAPE

No.

60

3/4 inch

back

1 inch

Front

\$4.50

por dozen

16 DES VŒUX ROAD.

SHAPE

No.

63

1 1/4 inch

back

1 inch

Front

\$4.50

*Summit* shape 60  
Low enough in front for COMFORT  
High enough at back to appear above coat collar

16 DES VŒUX ROAD. 61

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TEL. 346.

## " SAXONE "

## BOOTS AND SHOES

FOR

## GENTLEMEN.

(HIGH GRADE RELIABLE FOOTWEAR).

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J. ULLMANN & CO.  
JEWELLERS, WATCHMAKERS, OPTICIANS.  
LARGE SELECTION OF  
WRIST WATCHES  
FOR LADIES & GENTLEMEN.

Prices Right  
ALL WATCHES SOLD BY US ARE FULLY GUARANTEED.

J. ULLMANN & CO. CORNER OF FLORA STREET.

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## THE " ALLISON " ENGLISH PIANO.

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" KING GEORGE IV "

LIQUEUR WHISKY THE D.G.L. LTD. EDINBURGH.

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No Fire Insurance will be effected by us in any case whatever.  
This steamer brings on cargo—  
"Rhætic" from Boston.  
"Castor" from Abu.  
"Jarl" from Abu.  
"Ludwig" from Norrköping.  
"Mergaux" from Bordeaux.  
HAMBURG-AMERIKA LINIE  
Hongkong Office.  
Hongkong, 30th May 1914.



## Shipping

## INDO-CHINA STEAM NAVIGATION CO., LTD.

(Projected Sailings from Hongkong.—Subject to Alteration.)

For	Steamship	On
MANILA	Esangt	Sat., 30th May at 9 p.m.
SINGAPORE, Pang & Co. via Focke-sang	Focke-sang	Tues., 2nd June at 2 p.m.
SINGAPORE, Wingsang	Wingsang	Wed., 3rd June at 12 p.m.
SINGAPORE, Choy-sang	Choy-sang	Fri., 5th June at 12 p.m.
SANDAKAN	Hinsang	Fri., 5th June at noon
MANILA	Loongsang	Sat., 6th June at 2 p.m.

Return Tours to Japan.

The steamers "Ku-sang," "Nansang," and "Latsang," leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Mito to Hongkong. Time occupied 20 days. This service is supplemented by the "Focke-sang," "Kumsang," "Lavat," "Yatshing" and "Sulsang" leaving Hongkong at regular intervals for Yokohama, Kōbe and Moji and returning thence direct to Hongkong. Time occupied 16 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dainy, Weihaiwei, Tsingtao.

† Taking cargo on Through Bills of Lading to Kudat, Labad, Datu, Simporna, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD.

Telephone No. 215. General Managers.

## THE ROYAL MAIL STEAM PACKET CO.

## PROJECTED SAILINGS FROM HONGKONG.

Subject to change without Notice

"Shire" Line Service.—Homeward.

For Steamers. Date of Sailing

LONDON, ROTTERDAM, &amp; ANTWERP.

LONDON &amp; ANTWERP. Denbighshire ..... 16th June.

LONDON &amp; ANTWERP. Radnorshire ..... 26th June.

Trans-Pacific "Shire" &amp; "Glen" Joint Service

VICTORIA, VVER, S'TLE, TACOMA &amp; PLAND.

VICTORIA, VVER, S'TLE, Monmouthshire ..... 26th June.

TACOMA &amp; PLAND. Tayside ..... 26th June.

Cargo accepted on through Bills of Lading to all ports in Europe and North and South America.

For Freight or Passage, apply to

JARDINE, MATHESON &amp; CO., LTD.

Telephone No. 215 Sub. Ex. No. 19

## BRITISH INDIA S. N. CO., LTD.

## NEW SERVICE OF STEAMERS BETWEEN

Yokohama, Kobe, Hongkong and Rangoon.

Steamers are despatched Eastward at regular intervals taking Passengers and Cargo current: R. & G.

For Freight and Passage, apply to

JARDINE, MATHESON &amp; CO., LTD.

Agents. 14

## THE TAIKOO DOCKYARD &amp; ENGINEERING CO. OF HONGKONG, Ltd. TAIKOO DOCKYARD, HONGKONG.

HIPBUILDERS, SAWMILLS & REPAIRERS. BOILERMAKERS. FORGE-MASTERS. BRASS & IRON FOUNDERS. CONSTRUCTIONAL ELECTRICAL & MECHANICAL ENGINEERS.

WELDING &amp; CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK 787 x 88' x 34'6"

Pump empty Dock in 2 1/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Shops, ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets etc.

AGENTS for JOHN I. THORNYCROFT &amp; CO., LTD.

PETROL &amp; KEROSENE MARINE MOTORS 7-1/2

150 B. H.P.

As supplied to the British Admiralty &amp; War Office.



C.G. type Motor and Reserve Gear.

B.H.P. Paraffin 70° Petrol 60.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUN BOATS, LAUNCHES, HOUSEBOATS AND PLEASURE CRAFT OF EVERY DESCRIPTION.

MOTOR PUMPING AND LIGHTING SETS, MOTOR VEHICLES, etc.

Dockyard Manager, Mr. J. REID, can be seen between the hours of 11 a.m. and 12 noon at the Town Office.

BUTTERFIELD &amp; SWIRE.

HONGKONG, CHINA AND JAPAN AGENTS.

Telegraphic Address—TAIKOODOCK

TELEPHONE No. 221.

## VESSELS LOADING.

## EUROPEAN PORTS.

Destination.	Vessel's Name.	For Freight Apply To	To be Despatched
M'selles via S'gon, S'pore, C'bo, Port Said	Magellan	M. M. Co.	2. June
M'les, L'don A'werp via S'pore etc.	Atsuta M.	N. Y. K.	3. June
Rotterdam, Hamburg & A'werp	Brasilis	H. A. L.	4. June
Havre & Hamburg	Furst-Bulow	H. A. L.	5. June
T're, Flume Vice, via S'pore etc.	Nippon	S. W. Co.	5. June
London, via S'pore Ports of G'ill	Derunha	P. & O.	10. June
London and Antwerp	Novara	G. T. Co.	12. June
London & Antwerp	Glenroy	J. M. Co.	16. June
Havre, R'dam, H'burg & Antwerp	Den'shire	H. A. L.	19. June
Marseilles & Hamburg	Wuert'berg	H. A. L.	23. June
Marseilles, Rotterdam etc.	Sudmark	M. Co.	2. July
Havre, Emden & Hamburg	Altair	H. A. L.	4. July
E'dam, Hamburg & Antwerp	Sogovia	H. A. L.	13. July
Havre, Bremen & Hamburg	Goldeneis	H. A. L.	16. July
E'dam, & H'burg	Preussen	H. A. L.	20. July

## NEW YORK, SAN FRANCISCO AND CANADA.

V'toria, B.C. S'tle via Shanghai &c.	Sedo M.	N. Y. K.	2. June
New York via Ports & Suez Canal	Indrani	S. T. Co.	5. June
San F'cisco via S'hai & Japan &c.	Manchuria	P. M. Co.	5. June
Saxonix	H. A. L.	10. June	
E. of A'-is	C. P. R.	O. S. K.	11. June
V'toria, B.C. T'ma via Japan &c.	Seattle M.	T. K. L.	16. June
San F'cisco via S'hai & Japan &c.	Teno M.	B. L. L.	16. June
Boston & New York	Minerie	P. M. Co.	6. June
San F'cico via Manila & Japan &c.	Nile	T. K. K.	16. June
San F'cico via S'hai & Japan &c.	Teno M.	Mexico M.	10. June
V'toria, B.C. & T'mavia S'hai & Co.	Monmouthshire	J. M. Co.	29. June
Victoria, Vancouver, Seattle, Tacoma & Portland	Andalusia	H. A. L.	31. July
Victoria, V'ver, S'tle & P. (Or.)	Monteagle	C. P. R.	14. Aug.
Vancouver via S'hai, Japan etc.	Minnesota	N. Y. K.	8. Sept.
V'toria, V'ver, S'tle & P. (Or.)	Belgravia	H. A. L.	

## AUSTRALIA.

Australian Ports via Manila	Kumano M.	N. Y. K.	3. June
Australian Ports via Manila	Changsha	B. & S.	3. June
Australian Ports via Manila	Coblenz	B. & S.	13. June
Australia	St. Albans	G. L. Co.	19. June
Australia	Eastern	G. L. Co.	10. July

## SINGAPORE, COAST PORTS AND JAPAN.

K'po via Shanghai, Yokohama	E. F. F'and	S. W. Co.	30. May
Shanghai and Tsingtau	Chen-n	B. & S.	30. May
Tamsui via Swatow & Am	Dei Maru	J. S. K.	31. May
Shanghai, Kobe & Y'hama	V. C. Cot	J. M. Co.	31. May
Swatow	Haimun	D. L. Co.	31. May
Shanghai, Moji, Emden & Y'hama	Navara	P. & O.	End May
Shanghai	Africa	S. W. Co.	1. June
Singapore, Penang and Calcutta	Focke-sang	J. M. Co.	1. June
Manila, Mangarin, Cebu & Iloilo	Rubi	T. C. Co.	2. June
Nagasaki, Kobe and Yokohama	Tango M.	N. Y. K.	2. June
Swatow, Amoy and Foohow	Halyang	D. L. Co.	2. June
Shanghai	Liangchow	B. & S.	2. June
Bombay, Cebu & Iloilo	Taming	B. & S.	2. June
Bombay via Singapore, Colombo	Yachow	D. S. Co.	2. June
Kobe and Yokohama	Kitaro M.	N. Y. K.	3. June
Pakhoi and Haiphong	Yang-tang	B. & S.	3. June
Shanghai	Delta	P. & O.	4. June
Bombay via Singapore etc.	Uchow	B. & S.	4. June
Shanghai	Luzon M.	S. W. Co.	5. June
Kobe and Yokohama	Africa	D. S. Co.	5. June
Bombay via S'pore, Port Shamb	Tosii M.	N. Y. K.	5. June
Swatow, Amoy & Foochow	Luzon M.	D. L. Co.	5. June
S'pore, etc.	Haidling	J. M. Co.	5. June
Manil	Hinsang	O. S. K.	6. June
Shanghai, Kobe & Moji	Java M.	J. M. Co.	6. June
Shanghai, Kobe and Yokohama	Loongsang	H. A. L.	6. June
Manila, Cebu and Iloilo	Preussen	D. S. Co.	7. June
Kobe and Yokohama	Durendart	H. A. L.	8. June
Shanghai, Kobe and Yokohama	Tean	B. & S.	8. June
Moji, Kobe and Yokohama	S'achsing	D. T. & Co.	9. June
Manila, Mangarin, Cebu & Iloilo	Burri M.	D. S. Co.	10. June
Kudat and Sondakan	Zafiro	H. A. L.	11. June
Kobe and Moji	Borneo	M. Co.	12. June
Shanghai, Kobe and Yokohama	T-kuda	D. S. Co.	16. June
Kobe and Yokohama	Silesia	H. A. L.	18. June
Shanghai, Kobe & Yokohama	Iyo M.	H. A. L.	18. June
Shanghai, Kobe and Yokohama	O. F. Laesig	H. A. L.	21. July
Shanghai, Kobe and Yokohama</			

## Public Auction.

**GEO. P. LAMMERT,**  
AUCTIONEER, SHARE & GENERAL BROKER

A Valuable Collection of Antique China & Curios.  
(Just arrived from the North, being the property of the well-known collector Mr. Lah Ven Kee).

THE Undersigned has received instructions to sell by public Auction on Thursday, Friday & Saturday, the 4th, 5th & 6th, June, 1914 commencing each day at 2.30 at his Sales Rooms, Duddell Street.

A Valuable Collection of Antique China and Curios from SUNG TO MING DYNASTIES & KANGHI TO TOWKWANG PERIODS

Comprising:  
3-COLOURED & BLUE & WHITE VASES, PLATES, BOWLS & FIGURES etc.  
SANG-DE-BOEUF VASES, WHITE "GODDESS OF MERCY" (MING)  
OLD GOLD INLAID BRONZES (MING)  
FINE CRYSTAL VASES & SNUFF BOTTLES.  
PORCELAIN & AGATE SNUFF BOTTLES.  
GREEN & RED JADE ORNAMENTS.  
OLD LACQUERED SCREENS WITH 3-COLOURED DECORATION & BLACKWOOD SCREENS WITH BLUE & WHITE & 3-COLOURED KANGHI & KIENLUNG PORCELAIN PLACQUES. PORCELAIN PICTURES INLAID IN WOOD etc.

also  
A FEW PIECES OF FINELY CARVED SOOCHOW RED WOOD.

N.B.—The Undersigned will give a 2-weeks' guarantee as to the genuineness of the articles offered.

Catalogues will be issued.

On view from Tuesday, the 2nd June.

Terms:—Cash on delivery.

GEO. P. LAMMERT.  
Auctioneer.

THE Undersigned has received instructions to sell by Public Auction on

TUESDAY, the 2nd June 1914 commencing at 11 a.m. at his Sales Rooms Duddell Street.

A Consignment of Ladies' Shoes, Gents' Pump, Blouse Flannels etc.

also  
40 Leather & Canvas Trunks and Bags.

On View from day of Sale.

Terms:—Cash on delivery.

GEO. P. LAMMERT,  
Auctioneer.

G. R.  
PARTICULARS and CONDITIONS of the letting by Public Auction Sale, to be held on Tuesday, the 2nd day of June, 1914, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land at Shanghai Street, Mong Kok, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Locality	Boundary Measurements Approx. 10	Contents in Square Feet.			Actual Rent	Upr. Price
			N.	E.	S.		
			feet	feet	feet		
Lot No. 1, Part No. 1, Sub No. 1, Land No. 1, Plot No. 1, Shanghai Street, Mong Kok.	72	72	105	75	105	7,500	10
NORDDEUTSCHER LLOYD, BREMEN.							
IMPERIAL GERMAN MAIL LINE.							
NOTICE TO CONSIGNEES.							
THE Steamship							

"COBLENZ," having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless information is received from the Consignee before noon to-day requesting it to be landed here.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 3rd of June, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd of June, at 9.30 a.m.

All claims must reach us before the 10th of June, 1914, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD, MELCHERS & CO., General Agents.

Hongkong, 26th May, 1914. [583]

USE. C.N.

AND GUARD AGAINST PLAQUE.

AMERICAN ASIATIC S.S. Co.

For Boston & New York via Ports & Suez Canal.

(with liberty to call at the Malabar Coast)

s.s. "INDRANI."

on or about 5th June, 1914.

For freight or information, apply to:

SHEWAN TOMES & Co.

General Agents.

Hongkong 13th May, 1914. [583]

Don't forget after the Show Supper, and Light Refreshments

ALEXANDRA CAFE,

Open Till Midnight.

## Consignees

NORDDEUTSCHER LLOYD, BREMEN.

FREIGHT LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"GOEBEN,"

having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

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NORDDEUTSCHER LLOYD, MELCHERS & CO., General Agents.

Hongkong, 26th May, 1914. [583]

THE Steamship

"ZUDCIA,"

In beautiful Statuesque poses.

DON'T FORGET TO SEE THIS SPECIAL PROGRAMME

See! See! See!

The Marvellous Ceiling-Walking Act,

Our 20 Clowns etc. etc.

## Entertainments

## HIPPODROME

CIRCUS AND MENAGERIE.

To-Night! To-Night! at 9.15 p.m.

AND EVERY EVENING INCLUDING SUNDAYS.

OUR SECOND GRAND CHANGE OF PROGRAMME.

INCLUDING DE MARLO

The HUMAN FROG

In his Wonderful Act.

Also

MDLLE. ZUDCIA, The Model Lady.

In beautiful Statuesque poses.

DON'T FORGET TO SEE THIS SPECIAL PROGRAMME

See! See! See!

The Marvellous Ceiling-Walking Act,

Our 20 Clowns etc. etc.

## Notices

## "GARRICK"

THE FAMOUS VIRGINIAN CIGARETTE.

CONSTANT GROWTH  
SIGNIFIES  
CONSTANT MERIT.

A SHIPMENT HAS  
JUST ARRIVED  
FROM ENGLAND.

PHONE RAMSEY & CO. NO. 1683,  
12, POTTINGER STREET, HONGKONG.

TYPEWRITER TIPS.

YOUR TYPIST IS AN EXCELLENT TYPIST BUT HE IS NOT A MECHANIC DO NOT EXPECT HIM TO KEEP HIS MACHINE ALWAYS IN FIRST CLASS CONDITION. LET US DO IT FOR YOU AND SO INCREASE UTILITY IN YOUR OFFICE. PHONE US WE DO THE NEEDFUL TO YOUR ENTIRE SATISFACTION!!!

TYPEWRITER SPECIALISTS

Everything for the Type-writer, including experience; Typewriter Bureau, Typewriter, Reasonable Rates.

FIDELITY ASSURED!!!

Typewriters Bought, Sold Exchanged and on Hire, Ribbons for all Machines 25% Reduction: OUR PRICE..... \$1.50 Small Machinery of all Kinds Cleaned.

SAVE HALF YOUR COMPADORE'S BILL AND OTHER EXPENSES, ON OUR PLAN.

THIS IS GENUINE. Stamped addressed envelope for reply to W.H. Emberley, General Commission Agent, 6 Gordon Terrace, Kowloon.

"Time and we have justified the claims put forward for these preparations."

BRITISH MEDICAL JOURNAL

Since first introduced, Benger's Food has continued to grow in favour owing to the constant recommendations of those who have benefitted by it.

Benger's is distinguished from all other foods in containing not only all the food elements necessary to restore health, but the natural digestive principles also, which enable it to be prepared to suit exactly all ages and all conditions of health. With no other food is this possible.

## Benger's Food

is delicious, highly nutritive and most easily digested.

Sold in jars by Chemists, etc., throughout the world. "Benger's Food, 100gms. 10/-, 1lb. 1/-" A little weak in consistency on first taking, but soon becomes strong and digestible.

feeling of faintness, invalids and the aged, and the most interesting and informative food booklets will be sent post free on application to—

BENGER'S FOOD LTD., OTTER WORKS, MANCHESTER, Eng. Branch Office—NEW YORK, U.S.A., 91 William St. SYDNEY (N.S.W.) 117 Pitt St. MELBOURNE, 200 Elizabeth St. MONTREAL, and branches throughout Canada.

## Congo.

MOGUL LINE OF STEAMERS

NOTICE TO CONSIGNEES.

The Steamship

"DEN OF OGIL"

From GLASGOW, LIVERPOOL

and STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of Holt's Wharf at Kowloon, whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 5th prox. will be subject to rent.

All claims against the steamer must be presented to the Under-signer on or before the 19th inst. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 5th prox. at 11 a.m.

No Fire Insurance has been affected.

Bills of Lading will be countersigned by

DODWELL & CO. LTD.

Agents.

Hongkong 18th Apr., 1914.

REGULAR STEAMSHIP SERVICE

Proposed Sailing from Hongkong

For BOSTON & NEW YORK

For Freight and further information apply to

DODWELL & CO. LTD.

Agents.

Hongkong 18th May, 1914.

MARTIN'S APIOL & SPLIT PILLS

A Patent Remedy for Skin Diseases.

Pharmaceutical Laboratories have a large stock of the best quality of Skin Remedies.

They are sold at a very reasonable price.

# SHARE REPORT.

## COMPARATIVE SHARE QUOTATIONS.

STOCK.	To-day's Closing Prices		Number of Shares	Par Value	Paid Up	1913.		1914.		Last Dividend and Date
	Highest	Lowest				Highest, May 22nd to May 29th	Lowest, May 22nd to May 29th			
Banks.										
H'kong & S'hai Banking Corp.	\$810 s. £83		120,000	\$125	all	835 Jan.	790 Aug.	810	810	£2 & 5/- bonus at ex. 1/11 3/16 equal to \$23.28 for 1/2 year ending 31/12/13
Marine Insurances.										
Canton Insurance Office, Ltd.	310xdvds	10.00	\$250	50	349 Oct.	270 Jan.	310	310		Final of \$3 a/c 1912. Interim of \$18 a/c 1913.
North China Ins. Co., Ltd.	t.140	10,000	\$125	5	137½ Aug.	131 Jan.	140	140		Final of 10 p.c. making 20 p.c. for 1912
Union Ins. Society of C'ton, Ltd.	8775 b.	12,400	\$250	100	845 April	784 Sept.	8770	8787½		Final of \$20 making \$50 for 1912 and Interim of \$50 for 1913
Yangtze Ins. Assoc. Ltd.	8194	12,000	\$100	60	200 April	185 June	194	194		Final of \$12 mak. \$15 for 1912 & Int. of \$3 for 1913
Fire Insurances.										
China Fire Ins. Co., Ltd.	\$148 b.	20,000	\$100	20	161½ Dec.	146 May	147	146		\$10 for 1912
H'kong Fire Ins. Co., Ltd.	8375 b.	8,000	\$250	50	385 Jan.	354 May	370	369		\$27 for 1912
Shipping.										
China & Manila S.S. Co., Ltd.	88 b.	30,000	\$25	all	113 June	7½ May	8	7.90		\$1 for 1906
Douglas Steamship Co., Ltd.	830 n.	20,000	\$50	all	42 May	30 Oct.	31	7.90		\$2.50 for year endg 30/6/13
Hongkong, C. & M.S.S. Co., Ltd.	26½ b.	80,000	\$15	all	29½ Aug.	27 April	26½	26½		Interim of \$1 for half year ending 30/6/13
Indo-China Steam Navigation Co., Ltd.	8671 n.	{ 60,000 69,000	{ 25 £1	all	98 April	75 Aug.	67½	67½		{ 3½ Interim a/c year 1913 on preferred shares { Interim of 1/- making 2/- for 1913 Coupon No. 21.
Shell T'port & Trading Co., Ltd.	105 b.	8,797,610	£1	all	118 April	98/6 Oct.	105/	103/		{ \$1.70 per share and bonus of 30 cents per share for year ending 30/4/13
Star Ferry Company, Ltd.	46xdvds	40,000	\$10	all	58 Oct.	32½ Jun.	48	47		
Refineries.										
China Sugar Refining Co., Ltd.	79 b.	20,000	\$100	all	112 Jun.	92½ Aug.	79	79		\$3 for 1912
Luzon Sugar Refining Co., Ltd.	28 s.	7,000	\$100	all	40 Jan.	30 Dec.	28	28		\$3 for 1897
Mining.										
Kailan Mining Admin'tion.	38 s.	1,000,000	£1	all	37½ Dec.	30 July	38½	38½		{ Interim of 1/- for 1913 Coupon No. 3. { 1/2 for 1909 { 1/- mak. 7/6 a/c 1913
Raub Australian Gold Min'ng Co., Ltd.	63 s.	200,000	£1	all	41½ Jan.	3 Aug.	3	3		
Tronch Mines Ltd.	31/6	160,000	£1	all	86/6 Feb.	38/ Dec.	31/6	31/6		
Docks, Wharves and Godowns &c.										
Hongkong & K.W. & G. Co., Ltd.	883 b.	60,000	\$50	all	99 July	74 Mar.	83	80		\$3.50 for year 1913
H'kong & W'pos D Co., Ltd.	867 s.	50,000	\$50	all	90 June	56 Jan.	67	62		\$3 dividend for year 1913
Shai Dock & Eng. Co., Ltd.	57 b.	55,700	t. 100	all	72 Jan.	51 July	57½	57½		Tls. 3 for 1912
Shai & H'kow W. Co., Ltd.	975 b.	65,000	t. 100	all	113½ May	103 Jan.	94	94		Interim of Tls 3 for 1913
Lands, Hotels and Buildings.										
Anglo French Lands.	1.94	25,000	t.100	t.10						Tls. 6 on 29.2.10
H'kong Hotel Co., Ltd. (Old).	812½	12,000	\$50	25	125 Aug.	112 Mar.	94	94		{ \$7 on old shares, \$3.50 on new shares for year 31/12/13
H'kong Land Investment Co.	8112 b.	50,000	\$100	all	118 July	101 Jan.	112	112		\$3.50 for year ending 31/12/13
H'phreys Estate & F. Co., Ltd.	87½ b.	150,070	\$10	all	91½ Sept.	8 Feb.	7½	7½		50 cents for 1913.
K'loon Land & Building Co., Ltd.	844 b.	60,000	\$50	80	46 Aug.	33 Feb.	44	44		\$2.80 for 1913
Shanghai Lands.	t.90	78,00	t.50	all						{ Interim of 5 p.c. for year endg 30/6/13
West Point Building Co., Ltd.	875 s.	18,000	\$50	all	74½ Jun.	54½ Jan.	90	90		\$2.25 for half year ending 31.12.13
Manila M'pole Hotel.	p.8	15,000	p.10	all						5 per cent. for 1910
Cotton Mills.										
Ewo Cotton S. & W. Co., Ltd.	t.121 b.s.a.	20,000	t.50	all	148/4 Nov.	120 July	121	117		Tls. 15 for year ending 31/10/13.
H'ngkong Cotton Co.	88 s.	125,000	\$10	all	10/4 April	7½ Dec.	8	8		50 cents 31/7/08.
Kung Yik.	11 b.	75,000	t.10	all	15½ Jan.	12½ July	11	10½		Tls. 15 for year ending 3.11.13
Lau Kung Mow.	73 b.	8,000	t.100	all	112 Jan.	93 Sept.	75	73		Tls. 10 for year ending 30/6/13
Shanghai Cottons.	t.107 b.	50,000	t.50	all	136 Mar.	104 Sept.	107	103		
Miscellaneous.										
China Borneo Company, Ltd.	\$12 s.	60,000	\$12	all	1.14 May	9 April	12	12		\$1.20 for 1913
China Light & Power Co., Ltd.	\$4.10 s.	50,000	\$5	all	5 Nov.	2.83 Jun.	4.10	4.10		6% for year ending 28/2/06
Do. (Spec. shares)	81 s.	50,000	\$1	all						70 cts. for 1913.
China Prov'l. L. & M. Co., Ltd.	81 s.	200,000	\$10	all	91½ Feb.	8½ May	81	81		\$4.30 for year endg 31/7/13
Dairy Farm Company, Ltd.	\$40 s.	40,000	\$7½	6	29 Oct.	21½ Jan.	40	37½		40 cts. for 1911.
Green Island Cement Co., Ltd.	6 b.	400,000	\$0	all	7.80 Nov.	4.10 Jan.	61	6		\$1.80 per share for 1913
Hongkong Electric Co., Ltd.	840 b.	9,000	\$0	n/a	49 Dec.	26 Jan.	42	42		Final of \$7 making \$9 for 1913
Hongkong Ice Company, Ltd.	8195 b.	5,000	\$25	all	200 Jan.	15 Oct.	195	190		62 for 1913
Hongkong Rope Mfg. Co., Ltd.	823 b.	6,000	\$0	all	25½ July	19 Jan.	22½	22½		Interim div. of 1½d. per share for 1913
Hongkong Tramway Co., Ltd.	9/9 s.	325,000	£5	all	9/6 Sept.	4/9 Jan.	9/9	8/		{ Interim of T. 1 making T. 2 a/c 1913 { 80cts. on fully paid shares and 8cts. on \$1 paid shares for 1 year ending 30/4/13
Langkats.	t.57	250,000	£10	all	75 Jun.	19 Sept.	62	55		None
Peak Tramway Co., Ltd. (Old)	\$10 b.	20,000	\$0	all	11/4 April	9 Sept.	10½	9/3 cts.		None
Do. (New)	93 cts. s.	5,000	\$10	all	1.00 Jan.	90 cts. June	10½	9/3 cts.		None
Philippines.	35 s.	75,000	\$10	all	10		5	6		None
H. Price & Co., Ltd.	66 s.	—	—	—	—		6	6		None
Societedes Pulpes et Papier teries du Tonkin.	\$20 b.	13,700	\$50	all			20	20		No dividend this year.
Shanghai Sumatras.	\$135 b.	13,744	t.10	all	5.00 May	3.50 Oct.	135	135		50 cts. for year ending 31/5/12.
Steam Laundry Co., Ltd.	\$4.75 b.	2,400	t.5	all	18/4 May	13½ Feb.	47	47		81.25 per share for year endg 31.12.13.
Union Water-boat Co., Ltd.	\$20 b.	50,000	\$10	all	1.84 May	6½ Jan.	8	8		70 cts. for 1913.
A. S. Watson and Co., Ltd.	\$1.30xdvds	90,000	\$10	all	8/4 May	6½ Jan.	8½	8½		50 cts. for year ending 30.6.13.
William Powell, Limited.	88½ s.	5,000	\$7	all	11 July	9 Jan.	8½	8½		None
S. C. Morning Post.	\$22 b.	6,000	\$25	all			22	22		None

WRIGHT & HORNYB.  
Share and General Brokers.  
CORRECTED TO NOON MAY 20th 1914.  
THE TELEGRAPH DOES NOT HOLD ITSELF RESPONSIBLE FOR ANY OF THE ABOVE QUOTATIONS.

## SHARE REPORT.

Messrs Wright and Hornby's weekly share report, dated May 30, states: There has been some improvement in the local market during the week which closes with a firmer tendency. Bar Silver is quoted 26s per oz. ready, and 28s per oz. for forward delivery, market barely steady. Exchange on London opened to-day at 1/10.15-16 T.T. Para Rubber is quoted from London at 2/11 per lb, and the market for shares quiet. Banks.—Hongkong and Shanghai Banks have been placed at \$810 and there are further sellers at the same rate. London quotes £88.10/0. Marine Insurances.—Cantons are on offer at \$810 and North Chinas at Tls. 140 at which rate business is reported. Unions changed hands at \$770 early in the week and are now wanted at \$775 with business reported. Yangtze have no nominal quotation of \$104. Fire Insurances.—China Fires have advanced to \$148 buyers and Hongkong Fires to \$175 buyers. Shipping.—Chinas and Manila have buyers at \$88. Douglas are on offer at \$80. Hongkong Canton and Macao Steamboats have been dealt in at \$827 and close with buyers at \$824

## Public Companies

THE HONGKONG I.E. COMPANY LIMITED.

SHAREHOLDERS are reminded that an Extraordinary General Meeting of the Company will be held at the Offices of Messrs. Jardine Matheson & Co. Limited, No. 16 Pedder Street, on Wednesday the 3rd day of June 1914 at noon, in accordance with the notice which has already been sent to shareholders, and they are further reminded that it is proposed, in view of the 3rd June next being a Public Holiday, to adjourn such meeting to the same time and place on the following day when the business of the meeting will be proceeded with.

JARDINE, MATHESON & CO., LTD.  
General Managers

## Notices

## RADIIUM THERAPY

We can supply RADIIUM BROMIDE for the treatment of Cancer and Skin Diseases such as Lupus Nervi, Angioma (Port-wine stain), Warts, etc., and anybody wishing to be so treated by his Doctor should communicate with him, or ask us for further particulars.

A. S. WATSON & CO., LTD.  
Representing—  
WERNER RUDENBERG & CO.  
(Shanghai)  
RADIIUM-HEIL-GESELL-SCHAFT, m.b.H., Berlin).

## RADIIUM EMANATION THERAPY

WE herewith beg to inform the Public that we have made arrangements with

Messrs. A. S. WATSON &amp; CO., LTD.

and  
Messrs. THE MEDICAL HALL to Supply our

## SAUBERMANN RADIIUM EMANATION GENERATORS

on a Doctor's Prescription. The Generators have been made by the RADIIUM-HEIL-GESELL-SCHAFT m.b.H. of BERLIN, and they have all been attested to by the IMPERIAL GERMAN TECHNICAL-PHYSICAL TESTING INSTITUTE at Berlin.

Clinical literature and further details may be had on application to the above-named Firms.

WERNER RUDENBERG &amp; CO., Shanghai.

Sole Agents for Hongkong and China for the

## RADIIUM-HEIL-GESELL-SCHAFT, m.b.H., Berlin.

## LESSONS IN CHINESE.

M. LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years.

He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as Chinese teacher. He has also a good knowledge of Mandarin and Hakka.

Those who intend learning the Chinese language are requested to write to "Hongkong Telegraph" office or direct to 37 Hollywood Road, 1st floor, Hongkong, 29th Jan., 1912.

## WING KEE &amp; CO.

47-49, Connaught Rd,  
SHIP CHANDLERS

PROVISION & COAL  
MERCHANTS

Hongkong, 3rd October, 1913.

## SILIMPON COAL.

BUNKERS  
can be supplied at cheap rates at

SANDAKAN & SEBATTIK  
(British North Borneo);

At these ports steamers calling for bunker coal exclusively are exempt from all shipping dues and charges.

A. BUNE.

IT IS WHAT YOU GET MORE  
THAN WHAT YOU PAY. THE  
DOUBLE STRENGTH MEANS  
DOUBLE VALUE.

LOTUS MOKHA  
IS UNIFORMLY EXCELLENT.

Obtainable Everywhere.



## POST OFFICE.

## Notice.

Certain alterations are being made in the Boxholders Hall on the North side of the General Post Office. While these alterations are in progress the door giving access to the Boxholders Boxes will be closed every night at 6 p.m. and opened on the following morning at 7 a.m.

Monday the 1st and Wednesday, the 3rd June being Public Holidays, the Post Office will be open from 8 to 9 a.m.

On the event of the arrival of the English Mail from Europe on Wednesday the 3rd June, the Post Office will be open one hour for the delivery thereof.

There will be one delivery of ordinary correspondence and one collection of letters from the Pillar Boxes each day.

The Money Order Office will be entirely closed on both days.

The E. of Asia with the Canadian and American Mills, ex Tokyo Muru is scheduled to arrive here on Tuesday, the 2nd June.

The Devanha with the American Mail or Nitro is due to arrive here on Friday the 5th June.

Canadian & American, E. of Asia, 2nd June. Siberian, Devanha, 5th June.

## MAILS VIA SIBERIA.

Left London May 9

Due Shanghai May 25

## MAILS CLOSE TO-DAY

Shanghai & N. China—Per ALTAIR, 30th Inst., 4 p.m.

Shanghai & North China & Japan via Yokohama—Per E. F. FERDINAND, 30th Inst., 5 p.m.

Tsingtao, Newchwang & Dairen—Per EIGER, 30th Inst., 5 p.m.

Port Bayard—Per K. C. WAN, 30th Inst., 5 p.m.

Holloway—Per TRIUMPH, 30th Inst., 5 p.m.

Swatow, Shanghai & North China—Per TJIMANOCK, 30th May 3 p.m.

## TO-MORROW.

Swatow, Amoy, Formosa via Tamsui—Per DAIGI MARU, 31st Inst., 9 a.m.

Swatow—Per HAIMUN, 31st May, 9 a.m.

Swatow—Per WONGKOK, 31st Inst., 9 a.m.

Shanghai & North China—Per AFRICA, 31st Inst., 9 a.m.

Shanghai & N. China—Per CHENAN, 31st May, 9 a.m.

Swatow—Per WONGKOK, 31st May, 9 a.m.

Shanghai, North China, Japan via Kobe—Per SEGERIA, 31st Inst., 9 a.m.

## MONDAY, 1st JUNE.

Strait, Ceylon, India via Bombay—Per NIPPON, 1st June, 4 p.m.

## TUESDAY, 2nd JUNE.

Holloway & Bangkok—MACHEW, 2nd June, 9 a.m.

Hoihow, Haiphong & Pakhoi—Per C. DIEDERICHSSEN, 2nd June, 9 a.m.

Swatow, Amoy and Foochow—Per HAI-YANG, 2nd June, 10 a.m.

Saigon, Straits, Ceylon, Adelaid, Western Australia, Adelaides, Aden, Egypt and Europe via Marseilles (Late Letters 11 to Noon, Extra Postage, 10 cents). Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.—Per MAGELLAN, 2nd June, 11 a.m.

Straits, India via Calcutta—Per FOOK-SANG, 2nd June, 1 p.m.

Straits & India via Calcutta—Per G. APCAR, 2nd June, 2 p.m.

Japan via Yokohama—Per TOKUSHIMA MARU, 2nd June, 4 p.m.

Formosa via Keeling, Shanghai, North China, Japan via Moji, Victoria B.C. & Seattle (Wash.)—Per SADO MARU, 2nd June, 3 p.m.

Philippines Is.—Per TAMING, 2nd June, 3 p.m.

Philippines Is.—Per RUBI, 2nd June, 3 p.m.

Shanghai & North China—Per LIANG-CHOW, 2nd June, 3 p.m.

Japan via Nagasaki — Per TANGO M., 2nd June, 4 p.m.

Shanghai & North China—Per WING-SANG, 2nd June, 5 p.m.

## WEDNESDAY, 3rd JUNE.

Straits & Colombo—Per ATSUTA M., 3rd June, 3 p.m.

Haiphong & Pakhoi—Per SUNG-KIANG, 3rd June, 9 p.m.

Austrailian Mail, Philippines Islands, Australia Tasmania & New Zealand via Fort Darwin—Per CHANG-SHA, 3rd June, 9 a.m.

Kobe—Per KITANO, MARU, 3rd June, 10 a.m.

Swatow—Per HAIMUN, 3rd June, 10 a.m.

Austrailian Mail, Philippines Is., Australia, Tasmania & New Zealand via Thursday Is.—Per KUMANO MARU, 3rd June, 11 a.m.

Swatow—Per HAIMUN, 3rd June, 10 a.m.

Philipine Is., Australia, Tasmania and New Zealand via Thursday Is.—Per KUMANO MARU, 3rd June, 11 a.m.

Swatow—Per RUBI, 3rd June, 3 p.m.

Shanghai & North China—Per LIANG-CHOW, 2nd June, 3 p.m.

Japan via Nagasaki — Per TANGO M., 2nd June, 4 p.m.

Shanghai & North China—Per WING-SANG, 2nd June, 5 p.m.

## THURSDAY, 4th JUNE.

Shanghai & N. China—Per LUOCHOW, 4th June, 3 p.m.

Shanghai & North China—Per HOY-SANG, 4th June, 5 p.m.

## FRIDAY, 5th JUNE.

Swatow, Weihaiwei, Chinkoo & Tientsin—Per KUEICHOW, 5th June, 9 a.m.

Swatow, Amoy and Foochow—Per HAI-YANG, 5th June, 10 a.m.

Swatow—Per HAIMUN, 5th June, 11 a.m.

American & Canadian Siberian Mail, Formosa via Keeling, Shanghai & North China, Japan via Nagasaki, Honolulu, Canada, United States, S. America via San Francisco, (Europe via Siberia) — Per MAN-CHURIA, 19th Inst., 11 a.m.

Philippines Is.—Per LOONG-HANG, 6th June, 1 p.m.

Shanghai, and North China (Europe via Siberia)—Per YINGCHOW, 6th June, 5 p.m.

(To make connection with the Tsinpu Train leaving Shanghai on Thursday the 11th June, at 4 p.m.)

Notice.

## SHIPPING NEWS.

## ARRIVED.

Achilles, Br. ss. 4,833 t. R. C. Thompson, 30th May—Shanghai, 27th May, Gen.—B. & S.

C. Diederichsen, Ger. ss. 774 H. Frandsen, Holloway, 29th May, Gen.—J. & Co.

E. Ferdinand, Aus. ss. 3,906 P. A. Dova, 29th May, Singapore, 24th May, Gen.—A. Lu.

Khyber, Br. ss. 5,659 H. E. Kitcat, 30th May—London, 22nd May, London, Gen.—P. & O. S. N. Co.

Kaijo Maru, Jap. ss. 1,252 Y. Kamamoto, 30th May—Fuchow, 29th May, Gen.—O. S. E.

Liangchow, Br. ss. 1,220 Benson, 29th May—Shanghai, 26th May, Gen.—B. & S.

Murex, Br. ss. 3,033 Smart, 30th May—Paituppan, 21st May, Bulk oil—A. P. & Co.

Nippon, Aus. ss. 4,015 M. Franovich, 30th May—Bangkok, 27th May, Gen.—S. W. & Co.

Prometheus, Norw. ss. H. S. Jensen, 29th Bangkok, 22nd May, Rice—T. & Co.

Sogvia, Ger. ss. 4,945 Lonsel, 30th Inst.—Singapore, 24th May, Gen.—H. A. L.

Sotina, Norw. ss. 865 D. Hoobrander, 29th May—Bangkok, 22nd May, Rice—Chines.

Tjimakor, Dut. ss. 3,901 La Rooy, 29th May—Batavia, 20th May, Gen.—J. C. J. L.

## DEPARTED.

## May 30.

Laisang for Calcutta via Singapore Sabonei for San Francisco Sabine Rickmers for Canton Kawachi Maru for Yokohama via Shantung Empire for Melbourne via Manila Wuhan for Canton

Ceylon Maru for Calcutta via Singapore Kueichow for Canton Hainan for Foochow via Swatow Lutze for Hamburg via Singapore Den of Agil for Yokohama via Shanghai

FASSENGERS ARRIVED.

For ss. Khyber from London—G. Archibald, Mr. & Mrs. Meddleton & R. Duncan, J. Ellis, H. Lee.

For ss. Liangchow from Shanghai—Mr. Illig and Milligan.

## SHIPS PASSED THE CANAL.

London, 22nd May. Arrivals from China—Moravia, Koerber, Laomedon, Baron Jedburgh.

The following vessels have passed the Canal—Chili, Hyson, Iyo Maru, Kaseme, Kashima Maru, Peking.

London, 26th May. Arrivals from China—Brilliant.

The following vessels have passed the Canal—Bisomontef, Jason, Macao, Prinzess Alice, Silesia, Merionethshire, Portens, Polymorphus.

## LATEST SHIPPING NEWS.

MOVEMENTS OF STEAMERS. The H. A. L. ss. FURST BULOW left Shanghai on the 29th Inst. p.m. and may be expected here on or about the 1st June.

The P. M. ss. NILE will sail from Yokohama on the 29th May for Hongkong via Japan ports and